

HUNTINGTON ON MORGAN'S RACK.

How the Railroad King Squirmed Under the Senator's Heavy Lash.

Sought Refuge in Evasion When Questioned on the Pacific Roads Funding Bill.

The Non-Blushing Qualities of a Railroad Magnate Commented Upon by His Cross-Examiner.

TELLTALE RECORDS DESTROYED.

The Millionaire Witness Once Reached a Point of Actually Making a Definite Statement, But His Memory Failed Him.

Washington, April 23.—Senator Morgan's minority report on the Pacific Railroad question has been issued. It makes a book of 360 pages and contains the full examination of Collis P. Huntington. Senator Morgan begins with a review of the legislation on the subject, the violation of parliamentary law involved in the joint sub-committee's work, that has already been commented on, and continues:

It is needless at this moment to penetrate the dark cloud of suspicion that has so long been gathering and now hangs over this entire subject. The more it has been examined the darker it has grown. It is idle to attempt to disperse it or drive it away by any contrivance of compromise. In justice to Congress, the evil deeds that cover this whole business like an altar, should not be saved over with concealment and left to eat its way.

The whole world knows that we are dealing with the men who have created these conditions, and they impose new and harder terms upon the Government, the people, and posterity that are unjust and extremely dangerous. The bill reported shows on its face that its leading features have been dictated by a combination of railroad magnates who have combined in a general plan that is intended to secure to themselves great advantages at the expense of the people.

Without attempting, in this paper, to array the evidence of fraud and speculation which Huntington's testimony vainly attempts to conceal, attention is drawn to the fact that his evasions of the truth as it is thoroughly established are his main reliance for misleading Congress in its effort to capture the Central Pacific Railroad, after it has made him and his three or four associates enormously rich, on the plea that his pride impels him to save the road from bankruptcy, to which his fraudulent dealing seems to have driven it.

WHAT MORGAN WOULD PROVIDE.

The bill Senator Morgan presents provides that the Court of Appeals be given jurisdiction over any and all suits that may be brought by the United States against the aided lines, and recommends twelve provisions, some of which are as follows:

First—To provide for the refunding of the first mortgage bonds and the "subsidy" bonds of the Union Pacific and Central Pacific Railroad companies, outstanding in the hands of persons not indebted to the United States, in 2 per cent bonds of the United States, to run for thirty years and subject to call at the pleasure of the Government.

Second—To provide for a sinking fund to pay such refunding bonds out of the net receipts of the companies, respectively.

Third—To provide for the priority of the United States in the payment of any sums that such company owes to the Government out of the net receipts of such company without deduction from the sinking fund.

Fourth—To provide for taking possession of the property of every kind and the franchises of each of said companies in accordance with the provisions of existing law, upon any default of said companies, respectively, that is provided for by law. Such property and franchises to inure to the use of the United States.

Fifth—To remove from office the president and vice-presidents and treasurer of each of said companies and to provide for the exercise of their powers by officers appointed under the act to be reported by the committee under these instructions.

The other provisions relate to the appointment of directors and treasurers by the President, the control of Congress, etc.

Sensor Morgan deals sharply in his report as did ex-Governor Pattison in the former commission with the railroad problem:

I would as soon sell our entire fleet to Great Britain as to abandon our governmental control over the Union and Central Pacific Railroads. Europe can now control every other transcontinental railroad in America except this system, and will control this when the United States has withdrawn its authority over these railroads. Nothing short of a complete power can control these roads so as to secure the rights and benefits that the present laws reserve to the United States or the protection that is due to the people against the despotism of monopoly.

Neither the people nor Congress can ever be safe from the influence that will constantly aim to lessen these powers. And without the aid of severe penal statutes to protect them against the abuse of the powers of the corporations in levying excessive or discriminating rates of charges for transportation, they will repeat their past history of fraud and circumvention, unless Congress retains its power over them. It cannot be too often repeated or too firmly insisted that Congress must never relax its authority over these railroads. With these roads operated as separate and competing lines, and with the Southern Pacific and the Central Pacific in the ownership of the same man, and the same body of controlling men, the fate of the people of the Pacific Slope would be settled forever as mere fomentaries of railroad kings by that lust for money and power that has no interest in its victims except to keep them bound in a servitude that will to them the greatest of possible reverses. History has already so thoroughly established these facts in the terrible experience of the people of the Pacific States that it would insult their intelligence to deny them or attempt to evade their force. The Central Pacific and the Southern Pacific Railroads should be competing lines, and the union of interests between them should be forbidden by law. They are virtually parallel roads; yet they belong to the same persons, are unlawfully under control of the same man, and the Central Pacific is, in fact, leased to the Southern Pacific.

NON-BLUSHING RAILROAD KING.

"The only man who could fall to blush

You'll be Charmed with Jules Verne's New Novel

In the SUNDAY JOURNAL.

at such enormous demands is a railroad king," is Morgan's comment on C. P. Huntington's proposals.

"These two companies have made direct assaults upon Congress, frequently attended with criminal overtures and inducements that have made them a stench in the nostrils of all honest men," is another of Senator Morgan's remarks.

There are many other warm passages in the cross-examination of Huntington by Morgan, which ranged all the way from the inception of the first transcontinental road down through all the doubling and dodging by which the Government mortgage was made a second mortgage; the invention of the Contract and Finance Company, by means of which Huntington, Hopkins, Stanford and Crocker let the contracts for building the road to themselves, and divided after millions of dollars as members of the Contract Company, while as members of the Central Pacific Company they owed that much, and haven't paid it yet; the wrecking of the Central Pacific to build up the Southern Pacific Company of Kentucky, which was the third quick change in the stupendous juggle; the leasing of the Central Pacific to the Southern Pacific, the destruction of the Contract and Finance Company's books to hide the record of the first great fraud, and all the rest of it, down to Huntington's present lobby in Congress.

Here is a sample of the examination, the Southern Pacific's franchise being the subject immediately under discussion:

A RIGID EXAMINATION.

Sensor Morgan—Has any Legislature, besides the Kentucky Legislature, given any official recognition of the existence of the Kentucky company?

Mr. Huntington—No; not that I know of.

Sensor Morgan—So that the powers of that company are not recognized by any Legislature?

Mr. Huntington—We have an office there.

Sensor Morgan—Do you do any business there?

Mr. Huntington—No; we are not allowed to build roads in Kentucky. We can buy a charter of a road in Kentucky, or we can buy shares of a road in Kentucky, but we have no power to go to work as an organization and build a road in Kentucky.

Sensor Morgan—So that, in getting your charter, Kentucky prohibits you from building a road in that State?

Mr. Huntington—It is a charter to go anywhere in the world and do business where we have a right to do it. We merely went to the Legislature of Kentucky and got a charter; but that charter of itself gives us no right to build a railroad in Kentucky.

Sensor Morgan—On the contrary, it positively prohibits you from doing so?

Mr. Huntington—I think so. The charter was drawn to a certain extent, under our supervision, and we did not suppose that the Legislature would give us a right to build a railroad and say that it was not to be used.

Sensor Morgan—Then you had a railroad charter in Kentucky with the prohibition against your building a railroad in that State?

Mr. Huntington—We did not have the right to go over the State and build railroads where we liked.

Mr. Huntington had spoken of his sentimental feeling toward the Central Pacific and Senator Morgan went after him on this point.

Sensor Morgan—If the United States Government is ever forced to the disagreeable humiliation of being compelled to sell the Central Pacific, or the Union Pacific, or both, do you not think you would be a pretty fair competitor in bidding in the market for them?

Mr. Huntington—There would be a place in the bidding where I would stop.

Sensor Morgan—Where would that be?

Mr. Huntington—I could not tell you now.

Sensor Morgan—But there would be a place where you would stop?

Mr. Huntington—Yes.

C. P. Huntington will make a dreadful effort to take care of himself, and would like very much to pay 100 cents on the dollar to the Government. That would give him more satisfaction than any work he has ever done, and he would also like to pay the interest on the Government debt. I should go right to work to see what I could do. I know the country west of the Wasatch Mountains better than any other man.

Sensor Morgan—Do you think that you could sit still with all that power in your hands and say you get mixed up in a sacrifice without making a bid for it?

Mr. Huntington—No; I should make a bid for it. But if the United States, after all that I have done for this road, should now sell it out and give me no consideration at all, I should say that I could not help it.

This is how Mr. Huntington avoided telling about the Contract and Finance Company:

Sensor Morgan—You had a final settlement, I suppose, between the Contract and Finance Company and the Central Pacific Company?

Mr. Huntington—Yes.

Sensor Morgan—In that financial settlement what was the amount of your account for building that road?

Mr. Huntington—I cannot say. I was not in California at the time.

Sensor Morgan—Do you state now before this committee that you do not recollect?

Mr. Huntington—I do not recollect.

Sensor Morgan—Can you come within a million dollars of it?

Mr. Huntington—No; it is over twenty years ago.

Sensor Morgan—Can you get within \$5,000,000 of it?

Mr. Huntington—I have not any figures in my head now.

Sensor Morgan—Do you wish the committee to adjourn to give you a chance to reflect on it?

Mr. Huntington—No.

Sensor Morgan—I will take your statement within \$5,000,000. State to the committee within \$5,000,000 what that railroad cost under the contract with the Contract and Finance Company.

Sensor Morgan—Are the bonds of the Contract and Finance Company in existence?

Mr. Huntington—I do not think they are.

Sensor Morgan—What became of them?

Mr. Huntington—I do not know.

Sensor Morgan—Were they not destroyed?

to have a set of books which showed them indebted under the Constitution of California.

Mr. Huntington—I never thought of that.

The Chairman—Was that provision of the Constitution of California in operation at that time?

Mr. Huntington—I do not know exactly; I think it was.

Sensor Morgan (reading from the Constitution of California)—"Each stockholder of a corporation, or joint stock association, shall be individually and personally liable for his proportion of its debts and liabilities." That is in the thirty-sixth section of the fourth article of the Constitution of 1849.

NO USE FOR OLD RECORDS.

Sensor Morgan—Suppose that those who were compromised by the existence of those books put them out of the way?

Mr. Huntington—I do not think that was ever thought of.

Sensor Morgan—But the books are gone?

Mr. Huntington—I think so.

Sensor Morgan—And destroyed?

Mr. Huntington—I do not think I ever saw the books of the Contract and Finance Company. I was here in this side nearly all the time, and I am quite sure that I never saw them.

Sensor Morgan—It is an unusual event, is it not, for gentlemen who are engaged in contracts and enterprises which cover accounts amounting to \$100,000,000 or more not to want to preserve the records of their transactions rather than to destroy them?

Mr. Huntington—No; I think not. It is not unusual for gentlemen who are engaged in such a business to want to get these things out of the way.

The California protests against Huntington's Funding bill cut a big figure in the examination. The protest was signed by Adolph Sutro, Mayor of San Francisco, and probably the richest man in that city; Morris M. Estee, the last Republican candidate for Governor; Henry E. Hedges, one of the most prominent lawyers on the Pacific Coast, and various others of equal standing.

"As uneasy a crowd as a farmer ever found by his herdsman at night," was the way Mr. Huntington described them.

The following passage got the railroad president as close as they ever got him to a definite statement about the railroad's debt:

ALMOST DIVULGED SOMETHING.

Sensor Morgan—The Government of the United States, I suppose, has been paying interest regularly on the bonds issued to the Central Pacific Company?

Mr. Huntington—I suppose so.

Sensor Morgan—What is the rate of interest?

Mr. Huntington—Six per cent.

Sensor Morgan—When do the first of these bonds mature?

Mr. Huntington—A few matured last year.

Sensor Morgan—Were they paid?

Mr. Huntington—I understand so.

Sensor Morgan—Paid by the Government of the United States?

Mr. Huntington—No; they were paid out of the sinking fund.

Sensor Morgan—Payment was made by the Government of the United States, although it may have been made out of the sinking fund?

Mr. Huntington—No; the bonds out of the sinking fund to pay for them.

Sensor Morgan—And all the bonds of the Government now outstanding pay 6 per cent interest?

Mr. Huntington—Yes.

Sensor Morgan—And the Government has been paying 6 per cent interest from the beginning of the transaction down to date?

Mr. Huntington—As I recollect the contract, that is so.

Sensor Morgan—Between man and man, if one is paying out money under an agreement for a loan, and the other is not paying the money to whom the money is paid, would not the Government, in the final settlement of the account, have to pay interest on it?

Mr. Huntington—I do not know. That depends upon various things. When the law was passed originally the Government was to pay the interest, and nothing was due to the Government until the maturity of the bonds.

Sensor Morgan—Do you admit that the Central Pacific is in debt to the Government of the United States for the interest that it has been paying?

Mr. Huntington—I suppose so. That is one of those things which the legal department of the company always attends to.

Another of the things they found it impossible to get out of Huntington was the extent of his fortune before he got the Government's aid and at present. Morgan coaxed out of Huntington the fact that for over ten years the Central Pacific had paid 10 per cent dividends, and confronted him with his statement that he had sold shares at 19. One of Huntington's answers was that he sold them to pay debts.

It was a great fencing match, this duel between the sharp old railroad manipulator and his most fervent pursuer.

"With your guesses and your maybes and your thinkings," I would like to know how much of your statement is mere guess and conjecture," was one of Morgan's comments.

It is a long, long story that is told in the examination. Only the slightest idea of it can be given in such a review as this, but Mr. Huntington came out far more tangled than he ever was before.

POLICEMAN O'CONNOR DEAD.

He Shot Himself a Few Days Ago After Taking a Dose of Quinine.

Patrolman Richard O'Connor, who shot himself at his home, No. 128 President street, Brooklyn, several days ago, died at the Long Island College Hospital yesterday morning.

O'Connor was a young officer attached to the Eleventh Precinct. One morning last week he returned to his home after patrolling his beat, feeling unwell. He had taken quinine pills during the night, and they drove him to bed. He called for his children and walked into the parlor and took a seat by the window. His wife followed him and tried to get him to go to bed. He said, "Kiss me, darling, for the last time."

Mr. O'Connor laughed and said: "Dick, don't talk so foolishly."

"There is no fooling about it," he replied, as he placed the revolver at his head and fired.

The bullet pierced his temple.

DESPERATE FIGHT WITH A RABID CAT.

Warrington Hall, of Merchantville, N. J., May Die of His Wounds.

His Leg and Arm Frightfully Lacerated by the Teeth and Claws of the Animal.

SHOWS SYMPTOMS OF HYDROPHOBIA.

Though His Wounds Have Been Cauterized the Attending Physician Says He Has Little Hope of Saving the Boy's Life.

Bitton by a mad cat, little Warrington Hall lies delirious at his parents' home, in Merchantville, N. J., the attending physician having nearly given up all hope of saving his life. The lad's left leg is frightfully lacerated where the cat sank its teeth and claws into the flesh, and his arm is also badly torn. For the last twenty-four hours the boy has been suffering fearful agony, and has shown symptoms which the doctors diagnose as hydrophobia.

It was on Wednesday that the lad received the injuries which, it is now believed, will result in his death. He was playing near his home with a number of other boys when the cat was seen in the yard of a neighbor's house. The animal was of unusual size, and acted in such a strange way that the boys in whose yard it was chased it away.

As the cat reached the street the boys took up the chase, and armed with sticks and stones, pursued the animal for more than a mile. At last the cat, weary by its assaults, turned and faced the boys. As they came running up it sprang at Hall's face. He threw up his arm, and the cat, striking that, clung to it and sank its teeth through the cloth and into the flesh.

Shrieking with pain and fright, the boy tried to shake the cat off, and finally succeeded, only to have it again spring at him. This time the cat caught him on his bare leg, and driving all its claws into the flesh, commenced to bite viciously. Hall endeavored to free himself from the animal, and was helped by his companions, but the cat clung so tightly that they could do nothing.

While they were fighting with the animal a man who had been attracted by their cries came up. He, too, was unable to tear the cat loose, and, as a last resort, secured a club with which he struck the animal upon the head. Half stunned by the blow the cat fell to the ground and was quickly killed.

Hall fainted from pain and loss of blood, and was carried to his home. Dr. C. H. Flisler was called, and after examining the wounds and the cat decided that the animal had been suffering from rabies. The lacerations on the boy's leg and arm were accordingly cauterized. Everything that could be thought of has been done to relieve his agony, but without success.

George Engel, the German comedian, was given a benefit at the Irving Place Theatre last night, he playing in "Der Compagnon." This evening he appears for the last time in this city. "Die Kinder der Exzellenz" is the bill.

Paulus, who is styled the "French Chevalier," has been secured for Proctor's Pleasure Palace. He has not been here for six years, but on April 15, 1890, a week for one month induced him to pay a second visit in the near future.

Charles, who is styled the "French Chevalier," has been secured for Proctor's Pleasure Palace. He has not been here for six years, but on April 15, 1890, a week for one month induced him to pay a second visit in the near future.

John Hare will not be well enough to appear at Proctor's Pleasure Palace until Saturday night. His physicians say he must keep quiet until that date.

Favor Oklahoma as a State.

Washington, April 23.—By a vote of 6 yeas to 2 nays, the House Committee on Territories to-day agreed to report favorably a bill admitting Oklahoma to Statehood.

Silver Forks and Spoons of Sterling Standard, 925-1000 fine, of good weights and most desirable patterns, at \$1.10 per ounce.

THEODORE B. STARR, 206 Fifth Ave., Madison Square.

BEST & CO. LILIPUTIAN BAZAAR

This \$5.00 Suit.

For Boys from 6 to 15 years, double breasted jacket and trousers, in the dark blue cheviot, finished with its own quality, we have found so desirable, being absolutely cool, and of changeless color.

We make it also, sizes 4 to 9, in the same style, and in the same price; and single and double breasted suits, in the same style, for Boys from 14 to 18, at \$10.00.

All these suits have the peculiar fit and finish which result from being designed and cut by Boys' Tailors who make Boys' Clothing their exclusive business.

60-62 West 23d St.

EXCURSIONS.

GOOD FISHING.—At Foster, Sundays, Tuesdays, and Wednesdays, from 8:30 a.m. to 5 p.m. with bait. Angler's midnight trip, postponed on account of weather.

FISHING.—On the Hudson River, from 8:30 a.m. to 5 p.m. with bait. Angler's midnight trip, postponed on account of weather.

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THIESE IS TO BE A MANAGER.

Jacobs' Son-in-Law Will Control the New Uptown Theatre.

Mortimore Thiese, son-in-law of H. R. Jacobs, the theatrical man, is to be lessee and manager of the new theatre to be erected at One Hundred and Forty-second street and Alexander avenue. Work will soon begin on the new structure, which in the estimation of Architects McElfatrick & Son, will cost nearly \$400,000.

The ground plan of the building measures 148x121x100 feet. It will be six stories high, and there is to be a roof garden, concert hall and beer keller in the edifice. On the third avenue side three stores will be opened. Elevators will connect with the roof garden.

The building, which is to be of ornamental brick and stone, with terra cotta trimmings, will be owned by Seitz & Gaylor. The theatre will be run as a combination house, with seat prices ranging from 25 cents to \$1. There is no other theatre in the immediate vicinity, and as the population of that section is the neighborhood of 300,000, good results are anticipated. The theatre will be opened for the holidays.

Maurel as Faust.

Verdi's opera, "Faust," was repeated at the Metropolitan Opera House last night, Victor Maurel appearing in his original character of the poetical knight. It resulted in another of the popular triumphs, the artist, who not only sang exquisitely, but acted his role with all the fervor for which he is famous. Mme. Sallie, Mistress Ford; Loin Beeth, Anne, and Mile. Kitzu, Mistress Page.

S. G. Pratt's Concert.

S. G. Pratt, the pianist, gave another of his enjoyable concerts at Chickering Hall yesterday afternoon, at which several of his own compositions were played and sung. Mrs. Julie L. Wyman, who was to have sung, was too ill to appear. Her place was taken by Miss Mandell, who sang a pretty album song, followed by "Come Again Again," and "My Sweetheart's Face," all by Mr. Pratt. Victor Herbert rendered a cello solo with great skill, and Francis Fisher Powers sang several selections. Mr. Pratt's many solos included a Chopin polonaise, which was charmingly played.

Amusement Notes.

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Special Sale To-day of a Lot of Outaway Business Suits

These are exceptional in value. All sizes, also some stouts among them.

Truth-telling advertisements are the only ones that pay for the long run. Our ads are truthful, therefore they bring true. "A customer once, a customer always," is a maxim especially applicable to.

Brill Brothers Outfitters to Men.

Three 279 Broadway. 47 Cortlandt St. 211 Sixth Ave.

Shoes, Hats and Furnishings.

West 14th St. COWPERTHWAIT'S CARPETS

ARMENIAN RUGS. THE TIME TO BUY—NOW.

Good for the Armenians, because every rug sold means aid for some suffering family. Good for housewives and collectors, because these antique patterns are constantly growing more rare and valuable; not only is weaving of every sort stopped in Armenia, but many of the finest designs and laborious methods of hand-weaving can never be revived. At these low prices they mean the rug opportunity of a lifetime. Every well-known weaver, from the Royal Hahmians to the thick, soft-colored little Anatolians.

The high grade and low price